

INFORMATION REPORT INFORMATION REPORT

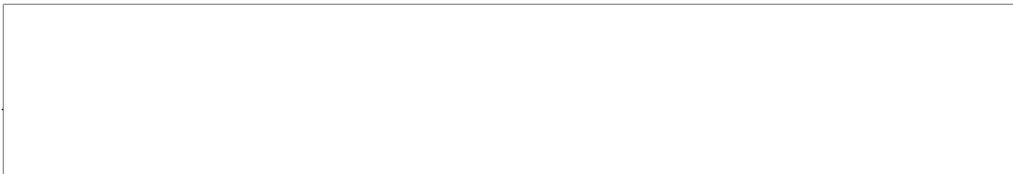
CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Romania	REPORT	[REDACTED]	25X1
SUBJECT	Road Data	DATE DISTR.	23 July 1959	
		NO. PAGES	1	
		REFERENCES	[REDACTED]	25X1
DATE OF INFO.	[REDACTED]			25X1
PLACE & DATE ACQ.	[REDACTED]			

THIS IS UNEVALUATED INFORMATION



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1. A hard surface, all weather road [#924] runs from Brasov northward to Sighisara and also from Brasov southward to Campulung. Another hard surface, all weather road [#924] runs from Brasov westward to Fagaras. Both roads have a good, solid foundation and are considered to be first class highways. The roads are over two lanes in width and run through a valley. The roads are designed and constructed for heavy usage and are asphalt covered.
2. A loose surface, graded, all weather road [#903] runs from Codlea north northeast to Faldisara. Another loose surface, graded, all weather road [#903] runs from Vladeni eastward to Satal Nou. Both roads are over two lanes in width and are gravel surfaced with sand. The roads are designed for heavy usage.
3. Two loose surface, all weather roads [#909] run in the vicinity of Halchiu, Vulcan and Cristian. The roads are over one lane in width and are able to absorb heavy usage. The roads are generally drained and graded by assigned work crews.
4. A number of loose surface, dry weather dirt roads [#935] run in the vicinity of Tartari, Brasov and Codlea. These roads have a natural stone and gravel foundation, are approximately one lane in width and occasionally are able to bear heavy traffic.
5. A number of cart tracks [#944] run in the same vicinity as the dirt roads [#935]. The cart tracks are used for short cuts and for inter-village communications. The cart tracks are capable of bearing heavy usage. They are approximately one lane in width.
6. Whenever the dirt roads [#935] and cart tracks [#944] become deeply rutted or potholed because of rains, it is easier for a traveler to get off the roads and travel on the fields.

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STATE	ARMY	NAVY	AIR	FBI	AEC				
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